वे सुपर फास्ट ट्रेनें लेट होती है । मैं यह जानना चाहता हूं कि क्या इस संबंध में तत्काल कोई कदम इस लाइन के लिए मंत्री महोदय के पास है ?

SHRI MALLIKARJUN: The matter pertains to U.P. and there is no point in my replying to this question.

THE DEPUTY CHAIRMAN: The question does not arise out of this. Shri Shriv Pratap Mishra.

इस सवाल से सम्बन्धित हो, यू. पी. लखनऊ और दिल्ली से तो बोलिए ।

AN HON. MEMBER: It was a Member's maiden supplementary.

THE DEPUTY CHAIRMAN: The Maidens should also be appropriate.

SHRI SHIV PRATAP MISHRA: As the Minister has said, I would like to reiterate that the Delhi-Lucknow broad gauge line is still a single line despite the fact that it is one of the most frequented tracks in the country. May I know from the hon. Minister whether a time-frame has been prescribed for doubling this line; and if so, by what date it will be completed and also that the time-frame will not be extended?

Like-wise, Allahabad-Varanasi metre gauge line is being converted into broad gauge but the conversion wore is being carried on at a snail's pace despite sanction of adequate funds by the hon. Minister for which we are highly grateful to him. May I know whether he would show personal interest to expedite this work?

SHRI MALLIKARJUN: So far as the question of doubling the line is concerned, I have already informed this august House. Regarding conversion of the Allahabad-Varanasi line, it has been taken up in the present financial year and it will be completed by the end of 1993.

THE DEPUTY CHAIRMAN: Next Question.

*505. (*The questioners (Shri Rajubhai A. Parmar and Srri Murlidhar Chandrakant Bhandare) were absent. For answer vide col infra*)

Sealing of Indo-Pak and Indo-Bangladesh borders

*506. SHRI KRISHAN LAL SHARMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the progress made in sealing the entire Indo-Pak and Indo-Bangladesh borders as on date;

(b) whether any targets have been fixed for completion of sealing of the two international borders;

(c) by when the sealing of these borders is likely to be completed;

(d) the area covered by barbed wire fencing on both the borders and the number of flood-lights installed so far; and

(e) whether Pakistan and Bangladesh have also taken any steps to seal their borders?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) to (c) Border fencing and flood lighting at sensitive vulnerable stretches have been completed on the Indo-Pak border in Punjab and Rajasthan, and for the remaining such areas, similar activity is in progress. Border fencing at some stretches has also been completed on Indo-Bangladesh border in Assam and Meghalaya, and for the remaining areas, similar activity is in progress. Construction of border fencing at some places in West Bengal has been approved. Steps have been initiated for providing the BSF with necessary equipments and wherewithal to effectively check unauthorised movement across the borders.

(d) In Punjab and Rajasthan border fencing has been completed over a stretch of 648.3 kms. and flood lighting over 709 kms. In Assam and Meghalaya, border fencing has been completed over a stretch of 52 kms. There is no proposal for flood lighting the Indo-Bangladesh border.

(e) The Government have seen reports of Pakistan considering measures to seal the border with India in their Sindh province. However, there are no confirmed reports of Bangladesh taking such steps.

श्री कृष्ण लाल शर्मा :उपसभापति महोदया मंत्री जी ने जो उत्तर दिया है। उससे यह स्पष्ट है कि सीमा पर संकट जितना गम्भीर है उसकी तुलना में हम गम्भीरता से काम नहीं कर रहे हैं। वर्षों से यही उत्तर दिया जा रहा है कि हम फ्लड लाइट और इसके बारे में केवल संवेदनशील क्षेत्रों में प्रबन्ध कर रहे हैं। मेरा अब पूरक प्रश्न यह है कि कुल जो भारत पाक सीमा है जिसमें पंजाब, राजस्थान और गुजरात तक की मैं बात कर रहा हूं, यह कुल सीमा कितनी है, इसका क्षेत्र कितना है और इसमें से कितने क्षेत्र में अभी तक आपने यह फेंसिंग का काम पूरा किया है, फ्लड लाइट का काम पूरा किया है ? कृपया इसका पूरा उत्तर दें।

SHRI M. M. JACOB: Madam, I have already stated that with regard to the Indo-Pak border, in Rajasthan we have 1,035 kilometres and in Gujarat, 512 kilometres in length. When I said that border fencing is being taken up, it is taken up always in sensitive areas. In some parts the terrain may not be suitable even for fencing. In such places, other measures like deployment of the border Security Force and observation towers are planned. In some places, wherever it is possible, border roads are made. So it cannot be said that we will be having total fencing from one end to the other end. It always depends upon the nature of the terrain it is possible or feasible. Regarding Rajasthan, the length of the border is, as I said, 1,335 kilometres.

THE DEPUTY CHAIRMAN: He wanted to know about floodlighting.

SHRI VIREN J. SHAH: Fencing and floodlighting.

SHRI M. M. JACOB: For Rajasthan, the figure for floodlighting is 326 kilometres and the figure for fencing is 292 kilometres. In Punjab, work is in progress on a stretch of 77 kilometers. These are the two States which the hon. Member has mentioned.

श्री कृष्ण लाल शर्मा : यह तो पंजाब का हुआ, पूरा आप नहीं बता रहे हैं। कुल कितना एरिया है और उसमें कितना फेंसिंग हो गया है, फ्लड लाइट का काम हो गया है और क्या वह कम्प्लीट हो गया है .... (व्यवधान)...

श्री वीरेन जे. शाह : कितना बाकी है और कब तक पूरा होगा ?

श्री कृष्ण लाल शर्मा : पहले वे यह बतायें तो मैं फिर दूसरा प्रश्न करता हूं।

उपसभापति : यह दूसरा ही है।

SHRI M. M. JACOB: Madam, the pattern is, in such cases the work is entrusted to the State Government concerned, and money is allotted for that purpose. So, it is being constructed there. According to the capacity they go on constructing and we go one financing the project.

SHRI VIREN J. SHAH: You are giving the facts as to whatever the area is. On how many kilometres is it done and what is the balance in kilometres?....(*Interruptions*)...

SHRI M. M. JACOB: Madam, in Punjab, fencing is on 356 kilometres and floodlighting is on 382 kilometres. In Rajasthan, fencing is on 292 kilometres and floodlighting is on 326 kilometres... (*Interruptions*)... In Punjab, on 77 kilometres the work is in progress, that is, completed work, as I have said.

श्री कृष्ण लाल शर्मा : उपसभापति महोदया, मैंने जैसे पहले कहा, हम हाफ हार्टेड वे में, आधे मन से, टुकड़ों में काम कर रहे हैं और उसके नतीजे भी सामने हैं। मैं अब गृह मंत्री महोदय से दूसरा पूरक प्रश्न यह पूछना चाहता हूं कि क्या हमने जो कदम उठाये हैं फैंसिंग के और फ्लड लाइट के, ये संवेदनशील क्षेत्रों में उठाय हैं, इसलिये मैं यह जानना चाहता हूं कि ये कदम उठाने से पहले इंफिल्ट्रटर्स के बारे में, आर्म्स के बारे में जो पाकिस्तान की तरफ से गतिविधियः चल रही थीं उनका एवरेज पहले क्या था और यह कदम जब आपने उठाय हैं, उसके बाद इसमें कितनी रुकावट आयी है ? यह पहले से बढी है या कम हुई है, पहले क्या रेशियो था और अब क्या रेशियो है, कृपया मंत्री जी यह बतायें ?

SHRI M. M. JACOB: Madam, the work in connection with completion of the rest of the border is being taken up. Even a proposal for work in further areas, is under consideration. I think that will come through very shortly. The area under cover, I have mentioned.

I could not get the thrust of your last question.

THE DEPUTY CHAIRMAN: He asked whether this fencing had helped in any way in reducing the terrorist activities or not.

SHRI M. M. JACOB: The patrolling, border-fencing and border posts are helpful. That is one of the reasons why the militants who used to infiltrate into India from the Rajasthan area, the jaisalmer area and other areas nereby, have shifted to the Kutch border in the Gujarat area where the terrain is such that we cannot effectively fence that area because of creeks found there. So, by having boats or some other new system it is possible. Setting up a Water Wing of the BSF is being contemplated to meet such circumstances in the Kutch border. So, in different areas we have to adopt certain different techniques to combat it.

श्री कृष्ण लाल शर्मा : बढे हैं या घटे हैं ? आपने यह नहीं कहा कि कम हुआ या ज्यादा हुआ ? यह आपने नहीं बताया ।

SHRI M. M. JACOB: There is decrease in the terrorist activities. The meddling is very less now in that area... (*Interruptions*) ..

SHRI JAGMOHAN: In view of the very heavy cost involved in fencing, maintenance and other allied activities which are required for maintenance, as the total border from Ladakh to Gujarat is 3,100 km. why would the Government not consider introduction of identity cards which will be much less costly than the annual maintenance? It will also help in many other ways in controlling the terrorist activities even after sneaking has taken place. For instance, even in Delhi if you have got identity cards, ...

THE DEPUTY CHAIRMAN: You please ask a question. The suggestion you can give in writing... (*Interruptions*)

SHRI JAGMOHAN: I am asking why it is not being done... (*Interruptions*).

THE DEPUTY CHAIRMAN: No, I cannot change the rules for anybody.

SHRI JAGMOHAN: I am only elaborating it... (*Interruptions*)

THE DEPUTY CHAIRMAN: No, please. I am sorry.

SHRI JAGMOHAN: It helps in many other directions. (*Interruptions*)

THE DEPUTY CHAIRMAN: No, it is not proper. The Question Hour should be Question Hour for everyone.

SHRI M. M. JACOB: Though it does not come under the purview of this question, it is very useful, and it is a good suggestion. The identity cards system has been accepted by us. Identity cards have been introduced in various States including Rajasthan. The responsibility has been entrusted to the State Governments, to pursue the matter.

Many States have taken it up seriously, and identity cards have been issued. All necessary steps are being looked into. But giving identity cards in all places may also be a problem because of various other factors which we have found. When we really go in for issue of identity cards, many people do not want to reveal to you that they are wanting identity cards. So, it is a question the State Governments will have to follow up very seriously to locate and identify the people who should be given identity cards. Anyway, the scheme has been already accepted, and it is under implementation.

SHRI SANGH PRIYA GAUTAM: Can the hon. Minister over-rule the Chair?

SHRI VITHALBHAI M. PATEL: Madam, the Minister has said that the terrorists have now shofted from the Rajasthan border to the Gujarat border. So, I want to know from the Minister whether any assistance has been provided to the Government of Gujarat to protect the 512 km. border.

SHRI M. M. JACOB: Madam, this is a new thing that has happened, the shifting of the emphasis to the Gujarat border because, at the moment, when we close some border effectively, they shift to another border. So, at the moment there is a proposal from the Gujarat Government regarding the particular area about which I just now mentioned, and that is now under consideration.

SHRI DAVID LEDGER: Madam Deputy Chairman, the international border between Bangladesh and our North-Eastern States like Mizoram, Meghalaya, Tripura and Mizoram, is wide open. As a result there is a continued influx of Bangladeshi nationals into these areas. We are all aware that the six-year long Assam agitation from 1979 to 1985 was a direct result of this problem. We are also aware that in August 1985 an accord was signed. In that accord it was stipulated that the Home Ministry shall be the nodal Ministry for implementation of the various provisions of the Accord. After seven years it is found that the measures which have so far been adopted by the Government measures like construction of border roads and barbed wire fencing are rather slow and as a result we have fresh influx from Bangladesh into these areas.

THE DEPUTY CHAIRMAN: Please ask your question.

SHRI DAVID LEDGER: Yes, Madam. I am asking my question. I would like to know, through you, from the Hon. Minister what further steps the Government is proposing to take to expedite the construction of the border roads and the construction of the barbed wire fencing so that fresh influx does not take place. We know the hon. Minister the other day spoke in the Lok Sabha that it is very difficult to identify these people because of ethnic similarities and certain other reasons. Now, if you could only stop the fresh influx, at least the people could be safe. So, what measures does the Government propose to take to expedite these measures which have already been taken by the Government in order to check fresh influx from Bangladesh into Assam, into Meghalaya, into Tripura and into Mizoram?

SHRI M. M. JACOB: Besides the measures already taken, whichh I have mentioned in the beginning itself, about the border roads and fencing on the Indo-Bangladesh border, the Border Security Force was successful in identifying, locating and pushing back a substantial number of infiltrators during the last year. We were very happy about the performance of that Force in identifying and pushing them back. But still in some areas they changed their place. I do not think there is infiltration now from across the border into Assam. For various other factors there is no infiltration as reported earlier. It substantially got reduced and we were able to identify. There are some other borders where we are not able to cover it completely. We are certainly taking steps to see how best we can prevent those areas also.

THE DEPUTY CHAIRMAN: Question No. 507.

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): Madam, ...

श्री अजीत जोगी उत्तर बहुत लम्बा है, इसलिए टेबल पर रख दीजिये। (व्यवधान)

उपसभापति आकर आप पढ़िये नहीं, आप टेबल पर रख दीजिये। उन लोगों ने पढ़ लिया होगा, उन उनके सप्लीमेंटरी का जवाब दे दीजिये।

More Members can ask their supplementaries.

SHRI SURESH PACHOURI: Thank you, Madam.

SHRI KAMAL NATH: I lay it on the Table.

Pollution Control in Delhi

*507. SHRI SURESH PACHOURI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) what steps have been taken by Government to control pollutios from large and medium scale industries in Delhi;

(b) whether any specific steps have been taken to encourage the use of natural gas in Delhi to control pollution; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Industries in Delhi have been asked to comply with the consent requirements of the Delhi Pollution Control Committee to limit the discharge of effluents and emissions to the stipulated standards within a time-frame. The other steps taken to control pollution from large and medium scale industries in Delhi is given in the Statement. (*See* below) laid on the Table of the House.

(b) and (c) In Delhi, there are six 30 M.W. Gas-based power plants. Further, Delhi Transport Corporation is to operate 5 buses on dual-mode fuel comprising compressed natural gas and diesel by October, 1992.

Statement

(a) The steps taken to control pollution from large and medium scale industries in Delhi include the following:

(i) Effluent and emission standards have been prescribed under the Environment (Protection) Act, 1986.

(ii) Fiscal incentives are provided for installation of pollution control equipment and also for the shifting of polluting industries from congested areas.

(iii) A network of ambient air quality and ambient water quality monitoring stations have been set up.

(iv) A scheme has been initiated to give assistance to clusters of small scale industrial units for setting up common effluent treatment plants and new industrial estates are planned to provide infrastructure for treatment of wastes generated from the units in that area.

(v) The subsidy to the extent of 50 per cent is provided to small scale units by the Delhi Administration for setting up pollution control devices.

(vi) The Delhi Administration through the Transport Department has been implementing a scheme to control air pollution from exhaust of motor vehicles. This is being done by providing facilities for checking the emissions from vehicles at petrol stations. 110 private workshops and petrol pumps have been authorised. An awareness campaign on Vehicular Pollution has been launched.

(vii) The Delhi Transport Corporation has set up a comprehensive action plan to reduce pollution and control smoke emissions from its buses. This action plan consists of (i) reducing smoke emissions by tuning vehicles/engines, (ii) acquiring buses for replacement of over aged buses from the active fleet, (iii) reducing over-loading, (iv) introducing buses with fuel conserving engines, and (v) equ-